1: Drew G-3 (1862-1872) 1875
AV1 Kashmir AV1

monly from 9 to 15 miles. We shall divide the distance into sections according as the characters of the country change.

JUMMOO TO AKHNŪR: ONE MARCH.

The length of this stage is 18 miles; it is a long march, especially for a first day's, and it might be conveniently divided into two; Nāgbanī at 7½ miles would be the intermediate halting-place. The road, however, is easy, being altogether in the plain. For the first few miles from the city we pass through a narrow lane cut in the acacia forest, the lane bounded by tall hedges of *Euphorbia*. The forest abounds with wild pig; passing along at dusk one is sure to see several in the path, and there are spotted deer about, but they are shy and one does not often catch sight of them. Emerging from the forest we find ourselves well clear of the hills also, with the view unconfined by the lower ranges. We see in one glance a great length of the mountains that lie between us and Kashmir extending on the right; the look of them varies something with the time of year; I have made the journey oftener than once, and in different months; we will suppose it to be May, when the heat of the plains and of Jummoo has become oppressive, and one looks forward with delight to enjoy the cool air of the mountains.

In May, then, though the lower snow has melted, there remains much on the Panjāl hills. High up spread fields of white snow, with both rocky peaks and snowy ones projecting from them. In front of them are the dark forest-slopes of the Middle Mountains, which are well seen in the opening of the Chināb and Ans valleys. The outermost low ridges clothed with green make the foreground.

The road goes on, a well-frequented one traversed by both carts and camels; we pass over a fairly cultivated plain, rather dry in soil; we go by some Government gardens and a few hamlets and villages. As we near Akhnūr we come on the line of an important canal the Maharaja is having constructed to bring the waters of the Chināb to the foot of the Jummoo hill. While we were three or four miles away from the foot of the hills the soil

3: Imperial Gazetteer G-3 (1889-95) 1909 AV1 Kashmir AV1

27 per cent. The incidence of revenue varies from about 10 annas to Rs. 12 per acre, and represents an all-round rate of about 30 per cent. of the gross produce. Regular settlements have also been completed in other parts of the State, such as Gilgit, Jammu, and Baltistān. The total receipts from land revenue amounted to 38·9 lakhs in 1905–6.

Miscellaneous revenue. Excise.

The Excise department of the State is chiefly concerned with the manufacture and sale of liquor, including wine and brandy, at the Gupkar distillery. In 1900 the administration was examined by an officer lent by the British Government, and as a consequence private distilleries in the province of Jammu were entirely closed. The total receipts in 1900–1 were only Rs. 50,000, but by 1905–6 they had risen to Rs. 1,37,000.

Stamps.

In 1905–6 the total revenue from stamps was 2·22 lakhs, of which 1·6 lakhs represented receipts from judicial stamps.

Customs and octroi.

A considerable income is derived from customs and octroi levied on the trade which passes into the State. The receipts amounted to 9·2 lakhs in 1905–6.

Cesses.

Cesses are levied, amounting to 12½ per cent. on the land revenue, for the following objects: payments to *lambardārs* (village headmen), 5 per cent.; *patwāris* and *zaildārs*, 4½ per cent.; education, ¼ per cent.; and roads, 2½ per cent.

Municipalities.

There are two municipal committees in the State, one at Srīnagar, and the other at Jammu, presided over by the Chief Medical Officer, Kashmīr, and the governor of the Jammu province, respectively. The members are nominated by the Darbār as representatives of different communities. There is no separate municipal fund; the State provides the expenditure for municipal and sanitary purposes, while the receipts, such as octroi, are likewise credited to the general revenues. The expenditure in 1905–6 was Rs. 92,000, of which Rs. 6,400 was met from fees and taxes and the balance by a grant from the State. In other towns conservancy establishments are maintained, which are under the municipal committee of the province in which the town is situated. Great improvements have lately been made in the drainage system of Jammu town.

Public works.

The expenditure on public works in 1905–6 was 30·8 lakhs, and will always be heavy. The maintenance of long lines of communication between Kashmīr and India and between Kashmīr, Gilgit, and Ladākh, the cost of buildings in Srīnagar and Jammu, and the enormous losses which have to be repaired when great floods and earthquakes occur render a large annual outlay inevitable. The road from Kohāla to Bāramūla alone

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cost 22 lakhs to construct, and the road from Kashmír to Gilgit cost, in the first instance, 15 lakhs. In 1901 the construction of a cart-road from Jammu to Udhampur was sanctioned. In 1905–6 the utilization of the Jhelum river for a great electric power scheme was taken in hand, and 4·6 lakhs was spent on it. The State Engineer is usually an officer lent by the British Government; and the State is divided into eight divisions, known as Kashmír, Jammu, the Jhelum valley, Gilgit, Udhampur cart-road, Palace, Jhelum power, and Jammu irrigation.

704 [652] **Army.** The expenditure on the army is heavy, amounting to nearly 14 lakhs in 1905–6, but the administration is sound and economical, and there is considerable efficiency. The State has splendid materials for an army, as the Dográs are, in the opinion of competent authorities, second to none in martial qualities. The commander-in-chief up to the year 1900 was assisted by a British officer as military adviser. The first military adviser was Colonel (afterwards Sir) Neville Chamberlain, to whose energy and tact the State owes its present efficient and well-equipped force. The army consists of two mountain batteries, one horse artillery and one garrison battery, one squadron Kashmír Lancers, one troop body-guard cavalry, 7 regiments of infantry, and 4 companies of sappers and miners, with a total strength of 6,283. Out of this the State maintains a force of 3,370 Imperial Service troops, the remainder being called regular troops. Jammu, the winter capital, has a strong garrison. Imperial Service troops are stationed at Satwári cantonment, about 3 miles from Jammu, on the opposite bank of the Tawi river. Two regiments of regular infantry and a garrison battery are stationed at Srínagar, and small detachments of infantry are detailed from this garrison for Bandipura, Leh, Skárdu, Padar, and various other posts. The troops in Gilgit, the northernmost part of the State, consist of two regiments of Imperial Service infantry, a battery of four mounted guns, and two companies of the Kashmír sappers and miners. Detachments of infantry are supplied to the frontier posts of Gupis, Chilás, &c., and the battery is stationed at Bunji and Ruttoo. The troops at the Gilgit, Ladákh, and Skárdu frontiers are relieved biennially. The Imperial Service infantry regiments are armed with Lee-Metford rifles, and the regular regiments with Enfield-Sniders. The mountain batteries are equipped with 2·5 inch guns, and the cavalry are armed with lances and carbines. A number of forts partially armed are scattered all over the country. The State army is commanded by General Rájá Sir Amar Singh, K.C.S.I., younger brother of the Mahárájá.

4: Durand G-3 (1888-93) 1900 AV1 Kashmir AV I

647 or three times a week at my house and discussed our various schemes, the necessary steps for which were invariably carried out in the name of the Kashmir Durbar and by order of its own officers. Even so the task set one was no easy one—a reformer's rarely is, but patience and courtesy go a long way in the east. Personally my Kashmiri colleagues and I were very good friends, and in the end what was required was
● 153 generally carried through. For the first few months we turned our attention mainly to the re-modelling of the Forts occupied by the troops, with the object of replacing the foul huts in them by proper barracks, and of building suitable granaries and stores. Much time and labour were also spent in improving the irrigation channels in the Gilgit district, on which the food supply of the inhabitants and the troops depended. The whole subject of the grain and other revenue was also gone into, and the question of the improvement of the local communications exhaustively examined.

648 Christmas, 1889, saw the beginning of a series of gatherings of the neighbouring native chiefs, and of their leading men, at Gilgit. I held a formal Durbar, and had as much trouble over the precedence of the different chiefs as might have been expected in India had all the nobles of Hyderabad, Central India, and Rajputana met at once. I took advantage of the opportunity to make a speech, informing all of the intention of Government that the British Agency should be permanent. The doubts on this point, carefully kept alive by interested people, whose power was slipping from their hands, were the main cause of all my
000 initial difficulties. After the Durbar we had a week of sports of all kinds, during which, to our satisfac-

(iii) *Nanpur Kuhl.*—Owing to insufficiency of water in the old Nanpur Kuhl a new Kuhl taking off from Kargil Nullah was constructed in 1924-25 at an outlay of Rs. 21,174 to irrigate lands of Nanpur, Nalin and Burmas villages as also to compensate the zamindars of Burmas village who were promised water in exchange for the Burmas Spring water diverted for Gilgit water supply. 312 651

(iv) *Harkun Kuhl.*—The construction of this Kuhl in Harmosh Ilaqa in Gilgit district which was completed only last year is expected to ameliorate considerably the condition of the Ilaqa.

1931-32.—This period which entirely falls within our decade is unique in the history of irrigational development in the State as in his capacity of the Senior and Foreign Member the present Ruler of the State drew up a scheme for the breaking up of the Public Works Department into three separate departments namely (1) Roads and Buildings, (2) Irrigation and (3) Electricity, each under the control of a separate wholetime Chief Engineer who will be able to devote his whole-hearted attention and energies to the development of his particular branch. Since this scheme marks an era in the inauguration of a vigorous policy of development it is only fair to quote briefly the highly beneficent intentions of the Ruler which show the depth of patriotic feelings and irresistible love for the welfare of the people : — 312 653

"Under the present system one State Engineer controls Roads and Buildings, Irrigation and Electricity. In all these branches the State is in a very backward and undeveloped condition and our only hope of progress appears to be in separating these three branches and placing each under the control of a competent and energetic officer who would then be able to devote his whole time and attention to the development of his particular branch.

Taking each branch separately we find that our communications are exceedingly bad. We have in Kashmir roads leading into the valley, one from Baramulah, being long established, is in good order. The road from Jammu is quite unfinished and requires a very great deal of attention. This road being an all-State route, should be developed as rapidly as possible and made into the main trade and passenger artery of the State. When we have these two main roads we find that outside the natural valley of Kashmir, hardly a road worthy of the name exists in the State. I have lately travelled from Jammu via Bahuta and Bhaderwah and Kishtwar and over the Sinthan Pass into the valley of Kashmir and I am personally acutely to the dire necessity of developing our internal communications. Apart [illegible] our people roads are necessary for the development of our great forest properties.

Turning to irrigation, the production of more and more food is necessary because our population continues to increase as a matter of course. All our cultivable areas embodied from famine have been brought under the plough, and the production of more food crops to keep for from cultivated areas dependent upon rainfall alone. Our only hope lies in extension of irrigation whereby the produce of already cultivated fields would be greatly increased. We are the happy possessors of abundant rivers and streams and it is most discreditable that we have not taken full advantage of this bounty of nature.

In consequence I propose that in future instead of having one State Engineer to control these three branches of our Public Works, we should employ three men".

This resulted in the constitution of the Irrigation Department having two Divisions in Jammu and one in Kashmir showing the following progress during the decade 1921-30.

In Kashmir besides survey work for various irrigation schemes the construction of Zainagir Canal started in 1930/1933 at an estimated cost of rupees eleven lacs has been brought to completion and opened during the year 1987-88/1931. The canal having a total length of 43½ miles (Main 21½ and Distributary 22) is expected to irrigate an area of 14,200 acres annually out of total commanded area of 18,000. It takes off from Madumati stream. 312

6:India G-3 (1931)1933 AVI Kashmir AV

491 of Jammu and Kashmir which was so essential for the development of the State. A long travel through the railway from Jammu to Rawalpindi, a 494 tedious nightly change at Wazirabad Junction, arrangements for transport at Rawalpindi and then a halt on the way either on the British or the State side of Kohala were factors which combined to make the journey a tedious and 491 uninviting one. To remedy this defect the Banihal Cart Road was started in 1909 ● 653 and completed in 1922 at a cost of 43 lacs. It provides a direct link between Jammu and Srinagar (the two capitals of the State) and passing entirely through the State territories it covers a total length of 203 miles rising from Jammu to the Patani Pass at an altitude of 7,000 feet and then after dropping down to the valley of the Chenab at Ramban it rises to the Banihal Pass at an altitude of 9,000 feet whence it drops again to the valley of Kashmir which has a uniform level of over 5,000 feet above sea. The opening of this important road in 1922 imparts to the decade under review a special significance as the work is perhaps the biggest and costliest feat accomplished in the history of the State Public Works Department. The road is progressively gaining in importance and popularity and during the last few years the volume of traffic has so much increased that in 1987-88 (1931) 14,017 motor lorries, 3,612 motor cars, 495 tongas, 63 ekkas, and 197 bullock-carts passed over the road in a single year and the road toll receipts averaged to Rs. 200,000 per annum. The small figures of traffic in the case of tongas, ekkas and bullock-carts is a clear evidence of the facts that these slow means of transport have been almost completely ousted by the motor vehicles and the slight trace still lingering only plies between short stages and not on the entire length of the road journey.

The Srinagar-Ganderbal Road, the Nasimbagh Road and Achhabal-Anantnag Roads were metalled during the decade while general improvement and turning of the Srinagar roads, the widening of the Gupkar Road and the construction of the Boulevard Road from the Gagribal to Sherazibagh round the Dal Lake mark a great step towards advancement. In the Jammu Province the progress during the decade has by no means been slow as is evidenced by the completion of the Mirpur-Chechian Road at a cost of Rs. 251,913 in 1986 (1929) which has greatly helped the development of trade, traffic and the resources of the country. Its utility for military purposes was established during the recent disturbances when it served a very useful purpose in carrying regiments of the State and British Military to quell the agitation in Mirpur and surrounding area.

491 *Samba Road.*—Although only 17 miles out of 21 of this road have been metalled and wire netting has been spread over the sandy portions to facilitate traffic, yet the road is open to lorry traffic and Samba—important stronghold of the Dogra Rajputs—is only at one hour's distance from Jammu now.

Jammu-Kathua Road.—Though only a fair weather road and *katcha* yet its opening has brought the Kathua District Head Quarters (which formerly could only be reached in two days through a circuitous route preceding upto Pathankote by Railway and then over miles of bad road) into direct touch with the Capital (Jammu). The journey of two days can now be accomplished in four hours in a lorry which also goes to Jasmergarh tehsil. It is hoped that greater attention to this road in future will open out this part of the country which has very good rice producing areas.

Akhnur to Hamirpur Sidhar (length 21 miles).—Passing along the mainline of the Pratap Canal upto its tail it takes a turn to Hamirpur Sidhar. This is a *katcha* road and if it is extended to Manawar, as is proposed, Jammu will be connected with Mirpur through an all-State route leading to greater security and prosperity of His Highness' subjects in Mirpur Wazarat and Akhnur tehsil.

Kathua-Basohli Road.—Formerly a wholly bridle road with a length of 24 miles out of which 18 miles pass almost through hilly tracts has now been made fit for wheeled traffic for the first nine miles and estimate of Rs. 68,000 has been framed to make the whole of it fit for wheeled traffic.